[Mr. K. R. Elenkath.]

divided into four-tenths and six-tenths; and six-tenths goes to Government. That being the case, it is the duty of Government to consider whether they can claim anything from the ryot when his land has not yielded him anything.

There are also other provisions in the rules which have to be revised. This matter should be considered sympathetically and in all its aspects by the Government.

MR. A. EASWARA PILLAI (*Kalkulam II*). Sir, I support the motion before the House. Sir, when the Pechipara reservoir was constructed, the Government and the then Chief Engineer thought that that reservoir would feed Tovala, Agastisvaram, Kalkulam and Vilavankod for many crops. But unfortunately the reservoir could not feed the lands, both *ayacut* and converted, in those four taluks.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Are there any converted lands in Vilavankod and Neyyattinkara taluks?

DEPUTY PRESIDENT: It is now time for us to take up the adjournment motion and I shall therefore call upon Mr. Karunakaran to make his motion.

ADJOURNMENT MOTION.

MR. K. C. KARUNAKARAN (*Nominated*): Sir, I beg to move for the adjournment of the business of the House to discuss a definite matter of urgent public importance, *viz.*, the serious obstruction to trade and shipping at the Alleppey Port by accretion of sand, which prevents the using of 9 out of 11 stages on the pier. The accretion of sand began in 1933 and measures then taken have served only as temporary arrangements. The need for permanent arrangements is imperative and the situation has been recently aggravated by the fact that the mudbank has failed during this monsoon.

We are all aware that the sea at Alleppey receded unexpectedly by about a couple of furlongs in July 1928; and from that date onwards the efficiency of the Alleppey Port is of very great concern both to the Government and to the public at large. In August 1923, the high water mark was within 224 feet of the western end of the pier adjoining the Beach Road and reinforced concrete tanks had to be placed to protect the sea damaging the approach. In 1930, the high water mark was 568 feet from the eastern end of the pier; and in July 1932 it was 668 feet from the eastern end. From 1923 to 1932, 444 feet of sand has accreted. The rate of accretion was greater during 1930 to 1932, more than 100 feet of sand having been accreted during two and a half years, thereby rendering two landing stages and one hand-crane on the northern side of the pier and another hand-crane on the southern side useless for landing and shipping purposes, leaving only 4 landing stages and 2 steam-cranes for hooking cargo. So, during 1930-32, the working facilities of the pier, so far as stages were concerned, were reduced by 50 per cent.

Sir, in July 1933 the situation became very serious owing to the accretion of sand at the pier, and at that time only one-third of the pier was workable, the remaining two-thirds being permanent sand accretion.

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On the 21st July 1933, a deputation of the Travancore Chamber of Commerce waited upon the Dewan, Mr. Austin, at Courtallam. The Government of 1933 realised the serious situation at the Alleppey Port and arranged hand-dredging, although the deputation pressed for keeping a proper Grab Dredger permanently at the port of Alleppey. Mr. Austin expressed great concern of his Government as regards the Alleppey Port and gave the assurance to the deputation that his Government was in communication with the Government of India to secure the services of their Harbour Engineer, Mr. Ash, to investigate the whole problem.

Towards the close of 1933, Mr. Ash, the Harbour Expert to the Government of India, came to Alleppey and investigated the problem of the working of the Alleppey Port and submitted to the Government definite recommendations involving a total expenditure of Rs. 2 lakhs.

A perusal of his report will show, Sir, that, in making these recommendations, he was careful to discuss fully the economic aspects in keeping the port of Alleppey alive throughout the year. In discussing economic consequences of the port of Alleppey, he says, : —

> "In making these recommendations, I have not been unmindful of the commercial situation. Alleppey is, I gather, a port at which some 430 steamers call per annum This is more than what we get at Vizagapatam where over Rs. 3 crores has been spent on the port. The customs collections are in the neighbourhood of Rs. 12 lakhs and the value of exports well over Rs. 1 crore per annum".

He further says :—

> "Unless therefore there were complete certainty that Alleppey were a doomed port, or that the trade could not continue under future world conditions (a matter for the Government to settle), there could be little difficulty in making out a case for an expenditure small in relation to the revenue and the interests involved. An expenditure of Rs. 2 lakhs with these objects in view can hardly, in the circumstances, be considered cumbersome. It appears unnecessary to say more on this point."

Sir, he further says :—

> "The surplus of the Port Budget is stated to be about Rs. 60,000 per annum..... Even if there were an annual deficit, this would have to be regarded in relation to the general prosperity of the neighbourhood and the value of the surrounding industries—evidently a consideration of some weight."

In regard to the Alleppey Port he held the view that "there is nothing in the history of the port to rule out a reasonable expenditure in order to keep trade going on its present lines."

Except the extension of the pier, Government have taken no action on the other recommendations. Besides the extension of the pier, his other recommendations are :—

(*a*) cutting for extension of Commercial canal ;
(*b*) provision of Grab Dredger ;
(*c*) provision of a boat basin ; and
(*d*) provision of a tug.

In this connection, he says : —

> "It is believed that the steps recommended are the minimum that could be advised in the circumstances It is desired to emphasise that to adopt them partially only would be to invite disappointment. His Highness's Government will, it is hoped agree that the measures suggested are of a modest nature, but calculated to produce results of which there is an urgent need."

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MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Did the member say "tug"?

MR. K. C. KARUNAKARAN (*Nominated*) : I said a dredger and a tug.

With these details in mind, I am sure the House will be able to appreciate the facts which I am going to place before it.

The monsoon began, Sir, on the 15th of May of this year, and it was noticeable during the first one or two weeks after the beginning of the monsoon that large quantities of sand were coming from the north. Investigations were made by the Port Officer; and according to him these large quantities of sand came from Anthakara Azhi which is about 15 to 20 miles north of Alleppey and this sand really belonged to the backwater. By opening this Bar which is about 200 to 300 feet in width, large quantities of sand from the backwater were brought into the sea and by littoral current it came along the coast and the pier piles and other things acted as traps and prevented the sand going further south with the result that these big deposits we see today are deposited at the pier at Alleppey.

Sir, I have a chart showing the situation of the Alleppey pier as it was on Sunday last. Here lies —(the member was pointing to a chart in his hand.)

DEPUTY PRESIDENT : It is not quite fair to the House if you were to refer to the chart, a copy of which is not available to each member of the House.

MR. K. C. KARUNAKARAN (*Nominated*) : Sir, I have got a chart here showing the present position of the Alleppey Pier. On the western side of the beach road lying north to south, you get the beach side, and on the western side of the beach you get the foreshore stage where we have stage numbers 6 and 7, which have become useless. Beyond the western part of the foreshore, we get a foot of water now, a thing which we have never had before and on that stage numbers 5 and 7 were situated. These stages are also unworkable. Beyond the western part of this one foot of water, you get a dry place now, which is quite a new phenomenon in Alleppey, where we get the "T" head and the steam cranes which have become quite unworkable now. Beyond that stage on the western side, you get a shallow place where stages numbers one to four are situated, which have also evidently become unworkable. Beyond this, you get the sea and there you get the two steam cranes on the "T" head of the present pier. Further, you get the extension now being constructed.

The position therefore is this. Before this natural difficulty took place, we have had in Alleppey Pier 12 stages to be worked when there was less export and import trade. Now, during these ten years, Sir, the export trade in mats and matting alone has increased by about 2,000 per cent and we are now having today only two steam cranes to do all the loading and unloading at Alleppey.

This is a very serious situation and I want to point it out to the House very strongly. I would request the Government to provide immediately a dredger, a tug and a boat basin. Mr. Ash, as I told before, has recommended the cutting open of the commercial canal at an expense of Rs. 35,000. Sir, I am prepared to forego that suggestion. We want

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at Alleppey for the next year, I would say as early as possible, a dredger, a tug and a boat basin, the latter as a safe anchorage to the barges that take cargo from the shore to the sea.

MR. N. E. VARUGHESE (*Thiruvalla I*): ഇവയ്ക്ക് എന്തു വിലവരും ?

MR. K. C. KARUNAKARAN (*Nominated*): These three items may together cost Rs.-70,000.

Sir, another point I have to bring home to the House is that, during the 12 months from July 1934 to June 1935, over 7,000 shipping tons of mats and matting and coir yarn alone have been shipped *via* Cochin as a result of the lack of shipping facilities at Alleppey Port. Other commodities also must have been similarly transported to Cochin for shipment, but figures are not available for them at present.

Sir, there are very strong vested interests, both at Alleppey and Cochin, which are trying every minute to divert the shipping from Alleppey to Cochin. You will further find that, except a couple of European firms, other vested European interests are, generally speaking, more interested on the side of the Port of Cochin. Once the Indian shippers make temporary arrangements at Cochin, that may become permanent in course of time and that will react upon our trade and shipping at Alleppey. There are no two opinions on this subject. I am sure that the Government member who will reply to my arguments will not contradict this statement. If this statement is accepted by Government, there is no alternative except to allow the minimum I have asked for, *viz.*, a tug, a dredger and boat basin, which will cost Rs. 70,000.

In going through the Budget I find that no provision has been made for this. In reply to my request in one of the last sessions of the Assembly, the Government member told me that arrangements have been made for constructing a boat basin and that the provision has been sanctioned. But I do not see any boat basin at Alleppey nor do I see any provision in the Budget this year. I understand that the P. W. D. has asked the Port Officer to surrender the balance of the amount available for the port for this year, with the result that there is no money for improving the present condition of the port. Sir, the extension of the pier is not complete; and even when it is completed, there will only be 6 stages for work on the pier.

The shipping interests have stated again and again that these six stages are quite insufficient for the purpose. If the Government do not arrange for a tug, a dredger and boat basin, the latter for safe anchorage of the barges, the result will be that a further extension of the present pier will have to be undertaken, or a new pier will have to be constructed or the port will have to be closed. What the latter would mean, I had better quote from the last annual speech of the Chairman of the Travancore Chamber of Commerce. It says :—

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[Mr. K. C. Karunakaran.]

"Not only would it involve heavy direct losses in revenue to the State, but it would also involve many firms developing their vested interests outside the State, which would mean, from the Government's point of view, a considerable loss in income tax and other sources of revenue, whilst, from the point of view of the Travancore industrial worker, it would involve unemployment and starvation."

With these words, I commend the motion to the acceptance of the House.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): One question. Is it worth while to spend any more money on the Alleppey port in view of our commitments in regard to the Cochin Harbour?

MR. K. C. KARUNAKARAN (*Nominated*): Certainly.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): Sir, I have very great pleasure in supporting the adjournment motion moved by my friend Mr. Karunakaran. Sir, the development of the Alleppey Port is not a local problem which affects Alleppey alone. It is a great problem of national importance. The commercial activities in Alleppey constitute, as it were, the nerve centre of the whole State. If we fail to keep the port as an up-to-date one, we will be failing to develop the resources of the State, we will be bargaining not only for a loss of revenue but also for unemployment. Hundreds of labourers will be out of work. As my friend suggested, most of the firms, who have their headquarters there, will be obliged to shift their activities to Cochin which is already attracting merchants. After the year 1928, because of the receding of the sea, out of twelve stages, only two or three are now functioning at Alleppey. Some of the cranes have also ceased functioning. Sixteen miles to the north of the Alleppey Port is situated the Anthakara Bar which is annually opened by the Government towards the end of Mithunam for the agricultural facilities of the Shertala taluk.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Is it being closed and opened by Government?

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): Yes. There is an annual provision of Rs. 6,000 for the opening and closing of the Bar. Because of the failure of the monsoon this year the opening of the Anthakara bar has not resulted in benefiting agricultural operations in Shertala Taluk. It has not only obstructed the agricultural operations of Shertala and other places lying adjacent to the Vembanad lake, but it has also obstructed shipping facilities at Allepey by bringing down sand and thus rendering portions of the pier useless for loading and unloading goods. Mr. Ash, the Government of India Harbour Expert, at the request of our State, made a thorough inspection of the port and suggested some immediate measures to make it a useful port. The total cost, if his suggestions are accepted, will come up to more than 2 lakhs of rupees. Unfortunately, our Government have not thought it fit to sanction the amount in a lump so that the port may be

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made useful in the near future. It will not be worth while if the amount is sanctioned piece-meal. Because in these days of commercial activities, businessmen will not have the patience till we develop the Alleppey port liesurely. They will go to Cochin where additional facilities are offered. This might directly and indirectly affect not only the prosperity of the people but also the annual income of our State. Tl is House is bound to take a serious view of the situation because a large portion of our annual income is derived from customs and other port dues and we cannot afford to lose the advantage that are derived by an up-to-date port. It is admitted by harbour experts that, of all the ports in Travancore, Alleppey has the greatest possibilities. We have spent a lot of money, and Central and North Travancore were deriving the benefit of the Alleppey port. If we neglect the further development of the port, that will be a very short-sighted policy. So my submission is that this House should take a definite stand and the Government must sanction the amount in a lump so that in the course of a few months the Alleppey Harbour will be open for full shipping facilities.

MR. A. EASWARA PILLAI (*Kalkulam II*) : May I ask whether it is not better to develop other ports than spend money on Alleppey ?

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : There are ports at Muttam and other places which are of historical importance, But they are of no immediate use.

DEPUTY PRESIDENT : I want to ask a question. Your view is that, in case the suggestions of Mr. Karunakaran are accepted, Alleppey will compare favourably with Cochin in attracting trade ?

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : What I say is that Alleppey will retain substantially the trade now done there.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : Sir, I also rise to support the motion before the House. I would urge on the attention of Government to go into this question and consider the suggestion made by Mr. Karunakaran very carefully before they launch on this programme of expenditure. It has to be taken notice of that a large amount of money has been already sunk in Alleppey. We have to consider very carefully and then come to a conclusion whether by spending this amount it will be possible to retain the trade in Alleppey. If that can be done, then money should be spent unstintingly and as soon as possible so that trade may not be diverted to Cochin.

Sir, a question was asked whether Alleppey can ever hope to become such an excellent port as the Cochin Harbour. It was asked whether there is any necessity for improving the Alleppey port. Sir, I do not think there will be many Harbours in India which will give so much facilities as the Cochin Harbour when it is fully developed But that has not made any portion of India to diminish their efforts to improve the facilities of their respective ports to the full so that trade which is now accustomed to do business in such ports may not be diverted. Sir,

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[Mr. K. Kunjukrishna Pillai.]

trade psychology has got to be considered very carefully. Trade once accustomed to do business in a particular port rarely goes out of it, unless it feels that it cannot continue there and unless the advantages provided by the neighbouring ports or a new port are so overwhelming. Sir, though Cochin Harbour offers excellent facilities because of the enormous expenditure incurred for the development of the port, the port dues there are likely to be very high. Alleppey, as an old port to which ships are accustomed, will centre round itself great advantages over the Cochin Port. I think Mr. Ash's report has to be taken into consideration more than the suggestions made by Mr. Karunakaran and full effect should be given to all the recommendations in such a way that Alleppey will be made as attractive as possible and trade will be retained without giving any possibility of doubt.

Another question was asked whether, in view of the agreement that we have entered into or that we are going to enter into in respect of the Cochin Harbour, it is worth while to improve the Alleppey Port.

Sir, it has to be understood first of all that our agreement in the matter of Cochin Harbour is only with regard to income derived on account of import trade. We in Travancore are doing considerable business and are deriving considerable income on account of our export trade. The chief Port for our export is Alleppey and that fact has to be considered. The whole of that income is to the State. Should we, or will we be wise to, allow that export trade to cross the bounds of Travancore and settle down itself in Cochin. Sir, the industry of mats and mattings is another big business yielding considerable income not only to the State but to many concerns and also to thousands of labourers in Travancore. The point has been neatly put by Mr. Ash that, if the port of Alleppey is closed, then there will be starvation staring in the face of the labourers of Alleppey. And, the labourers of Alleppey are supplied by the population of a great portion of Travancore. This question has to be very carefully considered and expenditure should not be stinted. Not only that ; expenditure on this should be undertaken without delay, because time, I consider, is a matter of great importance in this matter. Trade will not wait for the convenience of finance in the State. The matter is to be urgently undertaken; and before shipping concerns feel that they have not sufficient convenience and think of diverting their business to Cochin, we will have to do something substantial ; and I hope that Government will take it up as a very important and urgent matter and do everything possible to secure the importance for the port of Alleppey.

Sir, by this it does not mean that we should not develop many minor ports available in the country. If there are possibilities of developing them, by all means that should be attended to by our Government. The possibility is not a question which has to be considered merely from the point of view of territorial patriotism. It has to be considered from the experts point of

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view. If the development is consistent with the income derived from it and also on the basis of expert knowledge, good and sufficient acceptable advise, by all means, we must make the necessary money and develop all our ports.

MR. K. R. ELENKATH (*Kalkulam I*): Will the member give the number of steamers that call at other ports in the State?

DEPUTY PRESIDENT: The matter under discussion is confined to Alleppey port and as such that question does not arise.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): I am not bound to furnish that detail in this connection.

I urge upon the attention of this House this very important question and support the motion with all my strength. I would also request the mover to press the matter to a division.

DEPUTY PRESIDENT: That is permature.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : സർ,

MR. G. B. E. TRUSCOTT (*Chief Engineer*): May I request the Chair that Mr. T. P. Velayudhan Pillay may be permitted to speak in English?

DEPUTY PRESIDENT: If Mr. T. P. Velayudhan Pillai is inclined to speak in English I have no objection to allow him.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): May I request the Chair to direct the Secretary—

DEPUTY PRESIDENT: What the Chair may do is a different point. The simple question is that if Mr. T. P. Velayudhan Pillai is inclined to speak in English, as a special case I can allow him.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): സർ, ആർ ഇൻഡ്യാ ഫെഡറേഷനിൽ ചേരേണ്ട കാര്യം ഇപ്പോഴും തിരുവിതാംകൂർ ഗവണ്മെൻറിന്റെ ആലോചനയിൽ ഇരിക്കയാണല്ലോ. അങ്ങിനെ ചേരുന്ന പക്ഷം നമ്മുടെ രാജ്യത്തിന്റെ പ്രധാന്യം പ്രധാനമായി ഇറക്കുമതികളുടെ നല്ല സ്ഥിതിയെ ആശ്രയിച്ചാണിരിക്കുന്നത്. പാർലമെൻറിൽ നിന്നും നിയമിച്ചിട്ടുള്ള ജായിൻറ്സിലക്ട് കമ്മറ്റി റിപ്പോർട്ടിൽ മാരിടൈംസ്റ്റേറ്റ്സിന്റെ അധികാരാവകാശങ്ങളെ സംബന്ധിച്ച് അഭിപ്രായപ്പെട്ടിട്ടുള്ള ഭാഗം ഈ സഭയുടെ അറിവിനായി ഞാൻ വായിച്ചു കൊള്ളട്ടെ.

The general principle which we should like to see applied in the case of the maritime States which have a right to levy sea customs is that they should be allowed to retain only so much of the customs duties which they collect as is properly attributable to dutiable goods consumed in their own States.

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[T. P. Velayudhan Pillai.]

ഈഅഭിപ്രായത്തെ ആസ്പദമാക്കിനോക്കുന്ന പക്ഷം നമ്മുടെരാജ്യത്തിന്റെ പ്രാധാന്യവും അഭിവൃദ്ധിയും സ്ഥിതിചെയ്യുന്നതു തുറമുഖങ്ങളുടെ അഭിവൃദ്ധിയിലാണെന്നു കാണാം. ഈഒരുകാരണം കൊണ്ടുതന്നെ തുറമുഖങ്ങളെ നന്നാക്കേണ്ടതിന്റെ അത്യാവശ്യകത ബോദ്ധ്യമാകുന്നുണ്ട്. തിരുവിതാംകൂറിൽ നാലുതുറമുഖങ്ങളുള്ളതിൽ പ്രഥമവും അതിപ്രധാനവുമായിട്ടുള്ളതു ആലപ്പുഴതുറമുഖമാണ്. അതിനാൽ ആലപ്പുഴ തുറമുഖത്തിനു സംഭവിച്ചിട്ടുള്ള അസൌകര്യങ്ങളെ ഗവണ്മെൻറ് ഉടനടിനീക്കേണ്ടതാണ്. ഈവിഷയത്തിൽ ഉണ്ടാകുന്ന ധനവ്യയം ഒരുപ്രധാനകാര്യമായി ഗണിക്കേണ്ട ആവശ്യമില്ല.

പിന്നീടു ഇവിടെ ഒരഭിപ്രായംപ്രസ്താവിച്ച കേട്ടത് കൊച്ചിതുറമുഖം ഉയർന്ന നിലയെ പ്രാപിച്ചിരിക്കുന്ന സ്ഥിതിക്കു ആലപ്പുഴയ്ക്കുവേണ്ടി ഒട്ടു വളരെ ധനവ്യയം ചെയ്യേണ്ട ആവശ്യമുണ്ടോ എന്നാണ്. തീച്ചയായും ആവശ്യമുണ്ടെന്നാണ് എന്റെ അഭിപ്രായം. കൊച്ചിതുറമുഖത്തിനു എത്രതന്നെ പ്രാധാന്യം സിദ്ധിച്ചാലും തിരുവിതാംകൂർജനതതിയുടെ ആവശ്യത്തിനുവേണ്ട ഇറക്കുമതി ചെയ്യേണ്ട സാധനങ്ങൾ ഇറക്കുമതി ചെയ്യുന്നതിനു ഏറ്റവും സൌകര്യപ്രദമായതു തിരുവിതാംകൂറിലെതുറമുഖങ്ങളാണ് എന്നുള്ളതിൽ യാതൊരാക്ഷേപവുമില്ല. അതുപോലെതന്നെ തിരുവിതാംകൂറിൽനിന്നും കയറുമതിചെയ്യുന്ന കാർഷികോല്പന്നങ്ങൾ, വ്യവസായ സംബന്ധമായ സാധനങ്ങൾ മുതലായവ അന്യരാജ്യങ്ങളിലേക്കയക്കുന്നതിനും ഇവിടത്തെ തുറമുഖങ്ങളാണ് സൌകര്യപ്രദം. അതിനാൽ ആപ്പുലഴതുറമുഖത്തിൽ കപ്പൽനിർബാധം അടുത്തുസാമാനങ്ങൾഇറക്കുകയും കയറുകയും ചെയ്യുന്നതിനുള്ള സൌകര്യംചെയ്തില്ലങ്കിൽ തിരുവിതാംകൂറിലെക്കു വേണ്ടിയിരിക്കുന്നകയറുമതിയും ഇറക്കുമതിയും കൊച്ചിയിൽ നിർവഹിക്കേണ്ടതായി വന്ന ക്കുടും. തന്നിമിത്തംഗവണ്മെൻറിന്റെ ഏറ്റവും പ്രധാനമായ ഒരുധനസംഗമമാർഗ്ഗം നഷ്ടപ്പെട്ടുപോകയുംചെയ്യും. നമ്മുടെ ഫ ഫ ഠ ൻ ലെ രാജ്യഭരണ റിപ്പോർട്ടിൽ ൫–ാം വശത്തു ഇങ്ങനെ പ്രസ്താവിച്ച കാണുന്നു.

"The total receipts from imports fell from Rs 7, 94, 806 in 1108 to Rs.6,61,499 or by Rs. 1 33,37, while those under exports rose from Rs. 22,60,595 to Rs 24 82,398 or by Rs. 2, 21,803"

ഇതിൽ നിന്നുംഞാൻമുമ്പുപറഞ്ഞു സംഗതിസ്പഷ്ടമാകുന്നു. തുറമുഖത്തിന്റെ അസൌകര്യമുണ്ടായിട്ടുംഒരോകൊല്ലംതോറും ഇവിടെനിന്നും വിദേശങ്ങളിലേക്കു കൂടുതൽ സാമാനം കയറ്റി അയച്ചുകൊണ്ടിരിക്കുന്നതാ

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യും ആഇനത്തിൽ ഫ ഫ ഠ ൻ ൽ ഗലക്ഷത്തിൽ ചില്വാനം രൂപാ ക്രട്ട തൽ കിട്ടിയതായും കണക്കുണ്ട്. ഇറക്കുമതി തീരുവ കുറയുവാനുള്ള കാ രണം തുറമുഖത്തിന്റെ അസൌകര്യമാണ്. അതുകൊണ്ട് അലപ്പുഴ തു റമുഖത്തു വേണ്ട സൌകര്യമുണ്ടാക്കുന്നതിനുള്ള ധനവ്യയം ഒട്ടും മടിക്കാതെ നടത്തേണ്ടതു ന്യായമാകുന്നു. ഒരു രാജ്യത്തിന്റെ, വിശേഷിച്ചും കടൽതീ രമുള്ള ഒരു രാജ്യത്തിന്റെ, സാമ്പത്തികസംയുക്തം ആ രാജ്യത്തെ കച്ചവ ടത്തിന്റെയും വ്യവസായത്തിന്റെയും അഭിവൃദ്ധിയെ ആശ്രയിച്ചാണി രിക്കുന്നതു്. കച്ചവടത്തിന്റെയും വ്യവസായത്തിന്റെയും ഉൽക്കർഷ ത്തിനുള്ള പ്രധാനമാർഗ്ഗം കയറുമതി ഇറക്കുമതി ഇവയ്ക്കുള്ള സൌകര്യങ്ങ ളുടലിനെ ആശ്രയിച്ചിരിക്കയും ചെയ്യും. അതുകൊണ്ടു ഇവിടെയുള്ള നാലു തുറമുഖങ്ങളിലും വെച്ചു അതിപ്രധാനമായ ആലപ്പുഴതുറമുഖത്തു് ക യറുമതിക്കും ഇറക്കുമതിക്കും വേണ്ട സൌകര്യം ചെയ്തുകൊടുക്കാത്തപ ക്ഷം നമ്മുടെരാജ്യത്തെ വ്യവസായത്തിനും കച്ചവടത്തിനും ഹാനി സംഭ വിക്കുമെന്നു മാത്രമല്ല ഗവണ്മെൻറിന് ഇതിൽനിന്നും പ്രതിവർഷം കി ട്ടികൊണ്ടിരിക്കുന്ന ആദായത്തിനു ഭീമമായ നഷ്ടമുണ്ടാകയും ചെയ്യും. ഈ കരണങ്ങളാൽ ഞാൻ മി: കരുണാകരൻ അവതരിപ്പിച്ചിട്ടുള്ള അടി യന്തിരപ്രമേയത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. POTTAYIL S. KRISHNA PANICKER (*Shertala II*) : I have very great pleasure in commending to the acceptance of the House the motion which has been very ably moved by my friend Mr. Karunakaran. I am sorry I have to bring to the notice of Government and the Hon'ble members of this House the sad fate which has be-fallen the Alleppey port. At one time there was the shifting of the mud bank, at another time regular silt formation and some other cause at some other time. The importance of the port of Alleppey is quite well-known to Government as well as to the honourable members. Whatever might be the conditions under which we participate in the development of the Cochin Harbour, it is the duty of our Government to see that one of our best Harbours is not allowed to be deteriorated. Once we allow it to go neglected, commerce will be diverted from Alleppey. Most of the important firms that have business centres in Alleppey will divert and concentrate their activities to Cochin and other places, thereby causing harm to the labour population in the country and Alleppey in particular. Those of us who had opportunities to see the present state of the Alleppey port will be convinced that the demand made by Mr. Karunakaran is in no way exaggerated. It is only meet and proper that every endeavour must be made by Government to see that the present difficulty which has arisen in regard to the Alleppry port is immediately repaired.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): May I know from the member, wherefrom expenditure is to be met for this purpose ?

MR. POTTAYIL S. KRISHNA PANICKER (*Shertala II*) : If the revenue

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[Mr. Pottayil S. Krishna Panicker.]

that is to be derived from the port is to be added on to the general revenues, I think this expenditure ought necessarily to be met from the general revenues.

MR. K.M. KRISHNAN (*Ambalapuzha II*): മി. കരുണാകരൻ നമ്മുടെമുമ്പാകെ അവതരിപ്പിച്ചിരിക്കുന്ന അടിയന്തിരപ്രമേയത്തെ ഞാൻ പ്രഥമപൂർവം പിൻതാങ്ങിക്കൊള്ളുന്നു. ആലപ്പുഴ തുറമുഖത്തിന്റെ പ്രാധാന്യതയെ സംബന്ധിച്ചേടത്തോളം അധികം പറയേണ്ട ആവശ്യമുണ്ടെന്നു തോന്നുന്നില്ല. ആലപ്പുഴയിലെ തുറമുഖം തിരുവിതാംകൂറിലുള്ള മറ്റുതുറമുഖങ്ങളെ അപേക്ഷിച്ച് ഒന്നാമത്തെ സ്ഥാനത്തെ അർഹിക്കുന്നുണ്ട്. കച്ചവടത്തിന്റെ പ്രാധാന്യതയെ നോക്കുകയാണെങ്കിൽ, ആലപ്പുഴയിലെ കച്ചവടംപോലെ പ്രാധാന്യതയെ അഹ്നിക്കുന്ന കച്ചവടങ്ങൾ തിരുവിതാംകൂറിൽ ചുരുക്കമാണ്. അങ്ങിനെ പ്രധാനമായ ഒരു തുറമുഖത്തിന്റെ ആവശ്യത്തിലേക്ക് ഒരു ചെറിയ സംഖ്യ അനുവദിക്കേണ്ടതു് എത്രയും അത്യാവശ്യമായ ഒരു സംഗതിയാണ്.

ആലപ്പുഴ തുറമുഖത്തിന്റെ പ്രയോജനം കുറഞ്ഞുതുടങ്ങിയിട്ടു വളരെക്കാലം ഒന്നും ആയില്ല. ആറേഴുകൊല്ലത്തിനപ്പുറംവരെ ഈ തുറമുഖം ഈ രാജ്യവാസികൾക്കു വളരെ പ്രയോജനപ്പെട്ടിരുന്നു. എന്നാൽ അനന്തകാര അഴി തുറന്നതോടുകൂടി മണ്ണും ചെളിയും വന്നടിഞ്ഞു് ഇതിന്റെ പ്രയോജനം കുറയുകയും ഇപ്പോൾ ഉപയോഗശൂന്യമായി തീരുകയുംചെയ്തിരിക്കുന്നു. ഈ മണ്ണും ചെളിയും കയറാൻ തുടങ്ങിയിട്ടു കഷ്ടിച്ചു് ആറുകൊല്ലമേ ആയിട്ടുള്ളു. ഇതിനു പരിഹാരമായി ഗവണ്മെൻറു ചെയ്തുവന്നിരുന്നതു് ഈ മണ്ണു വാരിക്കളയുക എന്നുള്ളതായിരുന്നു. എന്നാൽ ബ്രിട്ടീഷ് ഗവണ്മെൻറിന്റെ എക്സ്പർട്ട് ഇൻജിനീയറായ മി. അഷ് ഇവിടെവന്നു മണ്ണു വാരുന്നതുകൊണ്ടു പരാജയമേ ഉണ്ടാകയുള്ളു എന്നും പാലത്തിന്റെ നീളമാണ് വർദ്ധിപ്പിക്കേണ്ടതെന്നും നിർദ്ദേശിക്കയും അതനുസരിച്ചു പ്രവർത്തിക്കാൻ ഗവണ്മെൻറു നിശ്ചയിക്കയും ചെയ്തു. എന്നാൽ ഈ പാലം നീട്ടിയതുകൊണ്ടുമാത്രം മതിയാകുകയില്ല. മി. കരുണാകരൻ ആവശ്യപ്പെട്ടതുപോലെ വർഷകാലങ്ങളിൽ ഏറുമതിയും ഇറക്കുമതിയും ചെയ്യുന്നതിനുള്ള സൌകര്യത്തിനുവേണ്ടി ഒരു ഡ്രെഡ്ജറും ഒരു ടഗ്ഗ്ബോട്ടും ഒരു ബോട്ട്ബേസിനുംകൂടി അവിടെ ഉണ്ടാക്കേണ്ടതാണ്. അല്ലെങ്കിൽ അവിടെനിന്നും കയറേണ്ട സാമാനങ്ങൾ കൊച്ചിയിൽ കൊണ്ടുപോയി കയറിഅയക്കേണ്ടതായിവരും. ആലപ്പുഴ തുറമുഖത്തെ ശരിയാക്കിയാൽ അതിനുവേണ്ടി ചിലവാക്കുന്ന പണം ആ തുറമു

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ഖംവഴിത്തന്നെ മുങ്കമായും മറും നമുക്കു വസൂൽ ആക്കാൻ സാധിക്കുന്നതാണ്. അതിനുവേണ്ടി ചിലവാക്കുന്ന സംഖ്യ അതിൽനിന്നുതന്നെ കിട്ടുമെങ്കിൽ പണം മുടക്കുന്നതിൽ വൈമനസ്യം കാണിക്കേണ്ട ആവശ്യമില്ല. 'പണം മുടക്കു, പണം എടുക്കണം'. അതാണ് ശരിയായ സാമ്പത്തികനയം. ഇപ്പോൾ ആലപ്പുഴയിലുള്ള മൂന്നാലു യൂറോപ്യൻ കമ്പനിക്കാർ ആലപ്പുഴ തുറമുഖത്തിലെ അസൗകര്യംകൊണ്ടു അവരുടെ ചരക്കുകൾ കൊച്ചിയിൽ കൊണ്ടുപോയി ഇറക്കുമതി ചെയ്യേണ്ട കാര്യത്തെപ്പറ്റി ആലോചിച്ചുവരികയാണ് ആലപ്പുഴ തുറമുഖം ശരിപ്പെടുത്തിയില്ലെങ്കിൽ അടുത്തഭാവിയിൽതന്നെ അങ്ങിനെ അവർ ചെയ്യും. അതും നമുക്ക് ഒരു വലിയ നഷ്ടത്തിനു കാരണമാണ്. അതുകൊണ്ട് ഈ കാര്യത്തിൽ മി. കരുണാകരൻ ആവശ്യപ്പെട്ടതു സംഗതികൾ നിർവഹിക്കുന്നതിലേക്കായി ആവശ്യമുള്ള പണം അനുവദിക്കണമെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഞാൻ ഈ പ്രമേയത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR A. EASWARA PILLAI (*Kalkulam* II): ആലപ്പുഴ ഹാർബറിൽനിന്നും കൊച്ചി ഹാർബറിലേക്ക് എത്ര ദൂരമുണ്ട്?

MR.K. M. KRISHNAN (*Ambalapuzha II*) : ആ ദൂരം അറിയാൻപാടില്ലാത്ത ഒരാളാണു ഈ ചോദ്യം ചോദിക്കുന്നത് എന്നു ഞാൻ വിചാരിക്കുന്നില്ല.

DEPUTY PRESIDENT: What is the distance, may I know.

MR. K. M. KRISHNAN (*Ambalapuzha II*): 120 മൈൽ വരും.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Sir, I beg to support the motion of Mr. Karunakaran. Travancore is a maritime country.

MR. M. SIVATANU PILLAI (*Tovala*): Louder, please.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Sir, is anybody in order to call upon me to speak louder?

DEPUTY PRESIDENT: They are all slight matters which the Chair does not take notice of.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Somebody may call upon me to speak sweeter.

DEPUTY PRESIDENT: In that case, the Chair will correct him.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): This question is one on which you can have no narrow views. We cannot take a parochial view so far as the ports in Travancore are concerned, because from a question which my Honourable friend Mr. Nilakanta Pillai put, he seems to think that we are already seeing the end of Alleppey port in the near future. My submission is that, if we give up Alleppey now, there will be no port at all worth mentioning left in Travancore. Alleppey will have to share the same fate which has

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[Mr. P. Chidambaram Pillai.]

befallen Quilon, Colachel and the Cape Comorin harbours. I may remind the House that 2,000 years ago Ionian and Greek sailors landed in Cape Comorin. Colachel was a famous port in the time of the Portuguese and the Dutch. They had a very extensive business there. I am also informed that South Travancore was not so much an agricultural country in those days as a manufacturing one. That is a matter to be noted. The Dutch and the Portugese carried on piece goods business. They took piece goods from Kottar. Nagercoil is the new name of Kottar. More than 90 per cent of the town of Kottar was engaged in spinning and weaving. It was the piecegoods manufacture in Kottar that the Portuguese and the Dutch took up. During the time of the Dutch, they took some people from Kottar and wanted to establish this business in Cochin. But it failed. We have some drawbacks about the matter. There are two things. There is the act of God and the act of man. The proximity of Cochin has aroused some apprehension. At any cost, you cannot afford to ignore Alleppey. We must keep it up. As President of the South Travancore Chamber of Commerce, myself and other members waited upon the Dewan and pointed out the necessity for improving our ancient ports, *viz.*, Colachel and Sri Mula Puram at Cape Comorin. He was pleased to say that investigations are being conducted and that, as far as funds would permit, these ports will be improved. That is a good augury for the trade and commerce of Travancore.

There is one other matter which cannot be forgotten at the present moment because the Government records show that ship-building was a famous business of Travancore. In the Administration Report we see that the water communication from Cochin extend to 20 miles south of Trivandrum. People might not have noticed that. Years and years ago there was a canal project started between Trivandrum and Colachel. I do not know why that was given up. Lands were actually acquired and afterwards they were sold away. It would have afforded the best means of transport between Colachel and Cochin and thereby south Travancore would have been benefited immensley if that was carried out. The Chief Engineer is here. I request him to see whether that question cannot be re-opened. If that is done, we can carry all the goods from Alleppey to Colachel by the cheapest means of communication.

DEPUTY PRESIDENT : His Highness the Martanda Varma Maha Raja opended the cannal in his presence.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*) : That would have improved the commerce of the country. That would have linked South Travancore with North Travancore. Part of that cannal was constructed. Lands were acquired and subsequently they were sold. That would have improved the trade of Alleppey, and the trade of North Travancore. Goods from the South could have been transported to the North and the country would have been benefited. It is time that we should devote more attention to our trade and commerce and our ports. I ask whether we should not have one or two ships also. Ship-building was carried on in Travancore in the days of Raja

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Kesava Das and even now. These are times when we cannot get good prices for our cocoanut and other products. It is at this time that we must have one or two steamers. We should develop Alleppey and other ports. That is the way in which we shouldd develop our activities. With these words, I support the motion of Mr. Karunakaran that Alleppey must be kept in a tip-top condition.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Sir, I have very great pleasure in supporting the motion before the House. A suggestion was thrown out by an Honourable Member that it is not desirable to spend more money on the improvement of the port of Alleppey in view of our commitments in the Cochin Harbour and the development thereof. This is a very narrow view to take of the matter. As was rightly observed by Mr. Chidambaram Pillai, it is not a matter of local importance. It is a matter of national or all—State importance, affecting the economic welfare of the whole country. Sir, if we do not avail ourselves of this opportunity of developing this port, there is every possibility of the trade and commerce that is being carried on through this port being diverted and possibly some of the industries also shifting and settling themselves somewhere else. Such a contingency we cannot contemplate with any degree of equanimity. It is a very serious matter. I have had occasions to go to Alleppey recently. I know the shipping conditions prevailing there now and I can say that, as a matter of fact, shipping facilities are getting more and more curtailed owing to the accretion of sand near the pier. The Government are not unaware of the situation. They themselves were impressed with the seriousness of the problem three years ago. So they invited an expert, the Harbour Engineer with the Government of India, to study the problem and to make the necessary recommendations designed to give adequate facilities for shipping business. The expert has submitted definite recommendations. Government seem to have picked up for execution only one recommendation among them, ignoring the fact that all the recommendations were inter-related and supplemented each other. I am of the opinion, Sir, that the recommendation which the Government propose to carry out, *viz.*, the extension of the pier cannot really solve the problem created by sand accretion. The problem is getting aggravated as the accretion of sand is going on. In order to obviate the difficulty created by this accretion, Government decided to extend the pier, without implementing the other recommendations of the expert. The extension of the pier cannot prevent the accretion of sand. On the other hand, as we extend the pier the accretion also extends further and further. The problem cannot be solved in this fashion. It has to be approached from the angle of view of the expert. Unless all the recommendations submitted by the Harbour Engineer are adopted and given effect to, the problem will continue to stare us in the face.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Which is the recommendation made by the Harbour Engineer to prevent sand accretion?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I am coming to that.

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[Mr. S. Chattanatha Karayalar.]

Another recommendation made by the Harbour Engineer involves the keeping of a dredger in operation near the pier and the removal of the sand accretion from time to time. That is the recommendation which deals with sand accretion. Then, Sir, another recommendation which seems to have been submitted is the opening of a boat basin near the pier.

The opening of a boat basin along with the other proposals would have solved the real problem and not mere extension of the pier. The problem has to be viewed from the proper angle. I strongly support the motion of Mr. Karunakaran and stress the importance of providing a boat-basin and keeping a dredger in operation near the Port in addition to extending the pier. After all, the cost is only 70 or 75 thousand rupees and Government should not stint expending this amount in view of the importance of the port.

DEPUTY PRESIDENT: I owe this to the House that I could say that I have been trying to find out who was desiring to speak. I called upon Mr. Nilakanta Pillai because I saw him rising. Later on when I called Mr. Nilakanta Pillai he was so good to say that it was true that he rose up, but it was only to put a question. I say this because I do not want the members to think that it is difficult for members to catch the eye of the President.

MR. PAGODE A. NARAYANA PILLAI (*Vilavankod*): Sir, I have very great pleasure in supporting the motion of Mr. Karunakaran. In the course of Mr. Karunakaran's speech in support of the motion, I put a question whether it is worth our while to spend any more money on the Alleppey Port in view of our commitments in regard to the Cochin Harbour Scheme. By that question I did not mean for a moment that the Alleppey Port should be neglected or that more money should be spent on that Port. All that I meant was that it is high time for our Government to take a more scientific and rationalistic view with regard to the development of our Ports including the Alleppey Port. That was all that I meant.

Well, Sir, this Port of Alleppey is one of our ancient Ports; and particularly I should take a pride in the Port of Alleppey because it was founded by an illustrious countryman (*laughter*) of mine—I refer to the great Raja Kesava Das.

DEPUTY PRESIDENT: Was he not equally a *countryman* of all others? (*Laughter*).

MR. A. NARAYANA PILLAI (*Vilavankod*): So, Sir,——

MR. M. SIVATANU PILLAI (*Tovala*): Does he belong to Vilavankod or Kalkulam?

MR. PAGODE A. NARAYANA PILLAI (*Vilavankod*): I may refresh the memory of my honourable friend that Raja Kesava Das does come from Vilavankod.

DEPUTY PRESIDENT: Vilavankod is not a *country* but a *taluk*. (*Laughter*).

MR. PAGODE A. NARAYANA PILLAI (*Vilavankod*): But it is a part of the country, Sir.

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So, I will be the last person to doubt the wisdom of the development of the Alleppey Port. Well, Sir, the customs revenue is not the only consideration that we have to think of in developing a port. A flourishing port is a first class national asset not only for Travancre but to any country. Alleppey port with its rich and fertile hinterland, especially with the newly opened Division of Devicolam with its beautiful road between Pallivasal and Neriamangalam, deserves to be developed. In view of this newly opened country it is absolutely necessary that we should develop the Alleppey Port Products from this hinterland and upland regions could be carried to the Alleppey Port and if there better facilities at the Alleppey Port, our goods can be exported more cheaply and more expeditiously to our great material advantage.

MR. K. R. ELENKATH (*Kalkulam I*) : May I know from the member whether Pallivasal is not nearer to the Cochin Harbour than to the Alleppey Port ?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : Sir, it is nos the proximity of the ports to different producing areas that counts. Alleppey is within the Travancore territory and certainly the development of the Alleppey Port will be a development of our national resources.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : May I know whether the member is aware that the materials necessary for the Pallivasal Hydro Electric Scheme were landed at Neendakara and not at the Alleppey Port.

DEPUTY PRESIDENT : All that the member meant was that the people will be guided by patriotic motives.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Sir, we have not been able to follow the relationship between Pallivasal and Alleppey Port.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : If my friend will read the Administration Report, he can very well see the relationship between Pallivasal and Alleppey Port

So, Sir, it is not a question of local patriotism. Certainly it is a case for the Government spending more money and making Alleppey Port a first class port so that it could be kept open throughout the year.

Well, Sir, at the same time, we should not forget the developing of the other ports also in Travancore. There is the port of Colachel. Very near that place we have got that rich country—by country I mean taluk (*Laughter*)—the only monazite producing area. There is a very brisk trade going on in almost all parts of the year. If only we go there especially in some favourable season, we can see that even the American ships are anchored at the Colachel Port and loading large quantities of monazite. Further south we have got a very splendid port which is now neglected, I mean the Leepuram Port near Cape Comorin.

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DEPUTY PRESIDENT: I wish to call the attention of the member to the language of the motion, *viz.*, the serious obstruction to trade and shipping at the Alleppey Port by accretion of sand which prevents the using of nine out of eleven stages of the Pier. I do not say that he cannot refer to other matters.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Sir, Alleppey Port is the central planet round which the satellites revolve; while speaking of Alleppey Port, I must also point out the relevancy of developing other ports also. Of course Travancore is a maritime State, Sir.

MR. M. SIVATANU PILLAI (*Tovala*): By talking of ports, can the member talk of interportal conventions?

DEPUTY PRESIDENT: As to the question of relevancy, there is the Chair. But of course Mr. Narayana Pillai will see that, though the centre is alright, the radius is not long (*Laughter*).

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Sir, Leepuram Port is a very important port; and I understand that we will gain a day's time to Colombo by opening the Leepuram Port so that the present method of taking goods *via* Tuticorin which is costly could be avoided; and I believe our Dewan who was recently camping at Cape Comorin has gone to Leepuram and he personally saw the natural advantages of the Port and I believe he is fully convinced of the importance of this natural harbour, Leepuram.

MR. KAINIKARA M. PADMANABHA PILLAI (*Changanacherry I*): May I know the name of that port?

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): L-e-e-p-u-r-a-m.

MR. N. E. VARUGHESE (*Thiruvalla I*): മലയാളത്തിൽ അതിന്റെ സ്പെല്ലിങ്ങ് എന്താണ്?

DEPUTY PRESIDENT: I do not want that kind of question to be asked. When a member says Leepuram, he is not to be asked the Malayalam spelling of the word. I consider that an abuse of the privilege of the House. When a member says Leepuram, people ought to know how to pronounce it in Malayalam and how to write it in Malayalam.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Sir, I rise to support the motion brought forward by my friend Mr. Karunakaran. I thought it was practically self-evident that we cannot afford to neglect the Port of Alleppey on any account since it is a matter of national importance to the State. It now appears that there is a serious menace on account of the formation of a sand-bank in the sea, and the Port stands the risk of being choked up. It is certainly a serious question for the State that the Port should be free for the ingress and the egress of vessels doing business at the Port. As to the importance of the Port, there cannot be any question, for it is the main shipping centre of the State. Its history has been referred to by some of the previous speakers; it was opened by no less a patriot than Raja Kesava Das whose memory

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is cherished by all of us. Of course, Mr. Pacode Narayana Pillai is proud of the fact that Raja Kesava Das was born in his part of the country. But we take equal pride that Raja Kesava Das, though born in South Travancore, ultimately had his station and head-quaters at Alleppey. He invited foreign merchants to Alleppey. Some of them, Naorojees for example, who have now settled at Alleppey were invited from Bombay and Karachi by Raja Kesava Das and they are now citizens of Alleppey.

DEPUTY PRESIDENT : At the time of Raja Kesava Das, there was no accretion of sand.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Accretion of sand there was not.

He examined the roads all along the western coast of Travancore and found this particular spot as the most suitable for a port. Fishermen were employed to take soundings and to report on the undulations at the bottom near the coast. The experience of Portuguese traders in their business relations with the State might have guided him to fix upon Alleppey as our main port. The Portuguese had their factories and shipping centre at Purakad a few miles south of Alleppyey. It is within living memory that ships used to call at Purakad instead of Alleppey in certain parts of the year when the mud-banks at Alleppey would be shifting from Alleppey moving southwards. Such a moveable bank is what affords anchorage at Alleppey. That was found out by Raja Kesava Das. It is now clear that the Cochin Harbour would come into prominence and we must have Alleppey that we may not be eclipsed totally. If it is possible to have Colachel improved, we may have it also. Ours is a maritime State : but the strange aspect is we do not derive the benefit of a maritime State. Without ships under the control of the State, where is the maritime advantage? We are in fact a paralysed maritime state with a long coast line. Therefore in the interests of foreign trade, it is necessary that at least the one port we now possess should be maintained in a perfect and attractive condition.

MR. PACODE A. NARAYANA PILLAI (*Vilavancod*) : Were ships owned by the State during the time of Raja Kesava Das?

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : The State does not appear to have owned any ship, but citizens had ships. I may refer to the Madras Supreme Court Reports, where the case in which Col. Munro was sued by one Venkiteswara Pai of Parakkad and Col. Munro denied the jurisdiction of the Supreme Court of Madras is reported. This Venkitesvara Pai, as may be seen from the report, owned ships which according to him were wrongfully seized by Col. Munro. In 987 M. E., citizens of Travancore were trading with Borneo, Ceylon, and other places. And if we refer to *Unnineeli Sandesam*, it may be seen that the Chinese were trading with us.

DEPUTY PRESIDENT : I think we are entering the high seas from territorial waters.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Sir, because my friend was curious about our sea-borne trade in the past, from the stand-point of history which I have at my fingers' ends, I was tempted to stray a bit and say something about our past history.

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Sir, to conclude I am supporting Mr. Karunkaran's motion and urge that the Alleppey port should be maintained in a fit condition and the State should not grumble about the expenditure of money on that account.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, it is quite clear from the report of Mr. Ash, the Harbour Engineer to the Government of India, that there is sufficient justification to continue the Alleppey Port. Due to natural causes, the Port is not likely to become useless in the near future. The money invested upon it would not be a waste. Now the physical features bearing on the question, namely, the mudbank on the sea bed, and all other necessary matters relating to the Port have been considered in detail in the Report and the expert finds that there is reasonable justification in incurring some amount of expense for the maintenance of the Port. Besides the extension of the pier, the report contains suggestions for a boat-basin, a dredger and a tug. The Chief Engineer questioned one prevous speaker about the suggestions contained in the report of Mr. Ash.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I did not put any question like that.

MR. R. SAMBASIVA AIYAR (*Kunnathunad II*): That is what I understood. The foregoing will show that, in order to keep trade going on the best lines—

MR. M. SIVATANU PILLAI (*Tovala*): May I know from the member whether the report is published for public information?

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): I do not know. I have got a private copy with me. What I was saying is that, in the report, there is practical and definite suggestion for a boat-basin, a dredger and a tug. The cost will not be very considerable.

MR. M. SIVATANU PILLAI (*Tovala*): May I know what the member means by a tug?

DEPUTY PRESIDENT: That can be referred to in the Dictionary.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, it will be a suicidal policy if we leave the Alleppey Port uncared for. On no account trade should be diverted from the Alleppey Port.

MR. N. E. VARUGHESE (*Tiruvalla I*): സർ, കച്ചവടത്തിന്റെ അഭിവൃദ്ധിക്കു ന്യായമായ ഏതൊരഭ്യർത്ഥനയും ഈ സഭയുടെ മുമ്പിൽ വന്നാൽ അതിനെ എതിർക്കുന്നതു് ഒട്ടുംതന്നെ നീതീകരിക്കത്തക്കതല്ല. തിരുവിതാംകൂർ രാജ്യത്തിന്റെയും ജനങ്ങളുടേയും സകലവിധമായ അഭിവൃദ്ധികൾക്കും കാരണമായിരിക്കുന്ന ആലപ്പുഴ തുറമുഖത്തിന്നു് ഏതോ ചിലകേടുകൾ പറഞ്ഞിരിക്കുന്നു എന്നും അതുകൊണ്ടു കച്ചവടത്തിന്റെ അഭിവൃദ്ധിക്കു കുറെക്കാലമായി അധോഗതി നേരിട്ടുകൊണ്ടിരിക്കുന്നു എന്നും ഉള്ളതു് ഈ രാജ്യവാസികൾക്കെല്ലാവർക്കും അറിയാവുന്നതാണു്. ആലപ്പുഴയിലെ കച്ചവടത്തിനു് ഏതെങ്കിലും തരത്തിൽ ഹാനി തട്ടി

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യാൽ അതു തിരുവിതാംകൂറിന് ആകമാനം നേരിടുന്ന ഒരു വലിയ വിപത്തായി കരുതേണ്ടതാണ്. ഈ പ്രമേയത്തെ അനുകൂലിക്കുന്നതു സാധാരണ ഈ സഭയിൽ അവതരിപ്പിക്കുന്ന മറ്റു പ്രമേയങ്ങളെ അനുകൂലിക്കുന്ന മട്ടിൽ അല്ല. ഇതു് ഏറ്റവും പ്രാധാന്യമുള്ള ഒരു കാര്യമാണ്. അതുപ്പുഴ തുറമുഖത്തിലെ കച്ചവടത്തിനു ഹാനി തട്ടാതിരിക്കുന്നതിനു ഗവണ്മെൻറു തക്കസമയത്തു വേണ്ടവിധത്തിൽ പ്രവർത്തിക്കാതിരുന്നിട്ടുണ്ടെങ്കിൽ അതു് ഒരിക്കലും ക്ഷന്തവ്യമല്ലാത്തതാണ്. അതുകൊണ്ട് സഭയുടെ ആലോചനക്കു വിഷയമാക്കിയിരിക്കുന്ന അതുപ്പുഴ തുറമുഖത്തിലെ കച്ചവടത്തെ അഭിവൃദ്ധിപ്പെടുത്തുന്നതിന് എത്രമാത്രം പണം ചിലവാക്കാമോ അത്രയും പണം ചിലവാക്കുന്നത് ഒരുകാലത്തും അക്ഷേപകരമായിത്തീരുന്നതല്ല. ഈ സംഗതിയിൽ ഗവണ്മെണ്ടിൻെറ ശ്രദ്ധ ഉടനടി പതിഞ്ഞില്ലെങ്കിൽ ഇക്കാലത്തുള്ളവർമാത്രമല്ലാ പിൽകാലത്തുള്ള സന്തതികൾകൂടി ഗവണ്മെണ്ടിനെ പഴിക്കാൻ ഇടയാകുന്നതാണ്. അതുകൊണ്ട് അതുപ്പുഴ തുറമുഖത്തെ കച്ചവടത്തിൻെറ അഭിവൃദ്ധിക്കു തക്കവിധത്തിൽ നന്നാക്കുന്നതിനു വേണ്ട വിദഗ്ധന്മാരുമായി ആലോചിച്ചു തിരുവിതാംകൂറിൻെറ ശക്തിക്കനുസരണമായി എത്രപണം ചിലവു ചെയ്യുന്നതിനും ഗവണ്മെണ്ടു മടിവിചാരിക്കരുതെന്നുള്ള അപേക്ഷയോടുകൂടി ഞാൻ ഈ പ്രമേയത്തെ ഹാർദ്ദമായി പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, the mover of the motion refers to sand accretion at the Port of Alleppey and some honourable members who want to support him go so far as to urge the development of the Port at Leepuram. I will confine my reply to Alleppey Port,—

I agree with Mr. Karunakaran that there is no question at all about the importance of the Alleppey port. I was at Alleppey about the middle of June and had a talk about the subject with the Port Officer. He spoke about the accretion of sand which has again encroached into the Port this year. When I was at Alleppey in the middle of June last year —

MR. K. C. KARUNAKARAN (*Nominated*): Can immediate dredging be carried on as it was done last year this time?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I can't say that now. I was referring to what the Port Officer told me. Last year we spent something like half a lakh of rupees on dredging by hand. In addition we are now spending a lakh and a half for extending the pier. But you forget that the boat basin and a tug and a dredger would cost much. A boat basin alone would cost Rs. 40,000.

MR. K. C. KARUNAKARAN (*Nominated*): May I know to which boat basin you refer?

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MR. G. B. E. TRUSCOTT (*Chief Engineer*) : I refer to a boat basin which is to be constructed anywhere in the port itself. Sir, a tug will cost Rs. 35,000. But I am told that at Alleppey certain private individuals or rather representatives of Firms propose to purchase and work their own tugs and one gentleman offered to provide a tug and hire it to any one who wanted its service.

MR. K. C. KARUNAKARAN (*Nominated*): May I know from the member what provision Mr. Ashe has made in his report for plying a dredger in Alleppey?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : You yourself can know:

MR. K. C. KARUNAKARAN (*Nominated*): It is only Rs. 20,000.

DEPUTY PRESIDENT: I wish to know whether Mr. Ashe's report is a public report and whether it is available to the members of this House.

MR G. B. E. TRUSCOTT (*Chief Engineer*): Not that I know of. Regarding a dredger, Messrs. Priestman Brothers of England quoted £ 7,000 for a suitable dredger. Mr. Ashe was perhaps mistaken with regard to the price of a dredger. Sir, coming to the Commercial Canal, Mr. Ashe's report, to which Mr. Karunakaran refers, speaks of cutting this canal to the beach : but this would be a serious menance to the canal in the monsoon when there is a considerable rise of water in the Vembanad lake. The rise of water is between 4 to 7 feet which would create a high velocity of water in the canal. That was why, when I was asked to make a report, I did not recommend the opening of the Commercial canal into the sea. As a matter of fact, Sir, further south there is another place suitable for the construction of a good boat basin, a site which has been approved by the Port Officer. Government will construct a boat basin there when funds are available. There is nothing to show that the sand may not be washed away next year. Mr. Karunakaran says that, about 10 or 12 years ago, an attempt was made to protect the land side of the pier by cement tanks; we see them there now. There is nothing to show that in another year or two we would not get the same conditions again. I was lately told by Mr. Cox, the contractor for the erection of the pier extension, that he hoped to finish the work by the end of this financial year. At any rate, I hope it will be finished in about a month or six weeks. When that is finished, in addition to the present facilities, we shall have four boat stages and a T head or six stages in all.

MR. K. C. KARUNAKARAN (*Nominated*): Is the Chief Engineer aware that, before 1930, when export and import trade was much less than it is now, Alleppey had twelve boat stages?

MR G. B. E. TRUSCOTT. (*Chief Engineer*) : I should not be much surprised at that. I was not there in 1930 ; but I am quite willing to accept that statement. But what I want to point out to the House

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is that I am not belittling the importance of the work which forms the subject of the motion. As a matter of fact it is and has been all along engaging the attention of Government. I would also assure the House that I have been assured by the Port Officer that trade had not been hampered at all.

MR. M. SIVATANU PILLAI (*Tovala*): Then may I know why customs revenue from our ports has fallen in 1109 from what it was in 1108?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) I really do not know the reason for that. I am now talking about the extension of the pier and the accretion of sand. Not customs revenue (*Laughter.*)

MR. M. SIVATANU PILLAI (*Tovala*): Has the customs revenue no relation whatsoever with import and export trade?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Mr. Sivathanu Pillai may draw his own conclusion in the matter. I am certainly not an expert in export and import trade.

MR. M. SIVATANU PILLAI (*Tovala*): Does the Chief Engineer maintain that the accretion of sand did not affect shipping at all?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I do maintain that. That is what the Port Officer tells me; and he lives in Alleppey.

MR. M. SIVATANU PILLAI (*Tovala*): Am I to understand that this accretion of sand has nothing to do with export and import trade?

DEPUTY PRESIDENT: That question has been put several times in one form or another, and the Chief Engineer has given such answer as he thought fit. Why pursue the matter further? What Mr. Sivatanu Pillai means, it occurs to me, is whether this physical obstruction has reduced shipping facilities?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): It is on that, Sir, that I say that, according to my information, shipping has not sufferred at all.

MR. K. C. KARUNAKARAN (*Nominated*): Is the member aware that S. S. Mcintyre came three times to Alleppey and could not get accommodation in the harbour?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): It is quite possible; because the sea was so rough. But that has nothing to do with the Pier. (*Laughter.*)

MR. M. SIVATANU PILLAI (*Tovala*): Did the Port Officer make a report of that to the Chief Engineer?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Yes, he did.

MR. K. C. KARUNAKARAN (*Nominated*): Is the member aware that some two weeks ago some shippers attempted to load cargo by headloads at a place about three furlongs away from the Pier?

DEPUTY PRESIDENT: I want you to modify the question. As it is, it is very indefinite. You talk of 'some days ago' 'some shippers', and all that. You must give more specific information.

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MR. K. C. KARUNAKARAN (*Nominated*): May I know whether, some two weeks ago, some shippers at Alleppey, owing to the absence of more stages at the Alleppey pier, attemped to take cargo in head-loads some three furlongs to the south of the present pier?

DEPUTY PRESIDENT: The question is still indefinite and vague. You must give more specific infirmation like the name of the ship for instance, just to enable the Chief Engineer to identify the incident.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): As a matter of fact, Sir, unless the mud-bank forms, the sea would be very rough against the pier. I do not know of the incident, (*Louder please.*) now referred to by Mr. Karunakaran. But I have heard that there was some attempt at head-loading south of the pier where the mud Bank had partly formed.

MR. M. SIVATANU PILLAI (*Tovala*): Will the Chief Engineer be pleased to turn all sides so that all of us may hear?

DEPUTY PRESIDENT: That is wrong. The Chief Engineer shall not turn that side. He must address the Chair, although it is just possible that he may look this side and that once in a way. (*Laughter.*)

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): On a point of order, Sir. Suppose the Chief Engineer turns———

DEPUTY PRESIDENT: All that is quite insignificant. I want the members to respect themselves as well as the Chair. Mr. Truscott may proceed.

MR. M. SIVATANU PILLAI (*Tovala*) With all deference to the Chair, Sir, we are earnest in hearing in what is going on here. Unfortunately, we are not able to do it.

DEPUTY PRESIDENT: I appreciate the member's earnestness in understanding what is taking place here. But, since we have to sit in this room, we have to take our chances subject to the physical defects here. If people at the back cannot hear, it is really unfortunate. They have to take their chances. I am unable, absolutely powerless, to ask the Chief Engineer to turn to every member so that all members may distinctly hear.

MR. M. SIVATANU PILLAI (*Tovala*): I was only throwing out a suggestion, Sir.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, the reason why some shippers attempted at head-loading south of the pier was because a portion of the mud-bank had formed there and they wanted to try their best to see if loading was possible there. It was not because there was no room at the pier. The real reason was that the sea was too rough and it was feared that the boats would be dashed against the posts and get smashed, and so lose their cargoes.

I think, Sir, from what I have said, the House will realise that the Government are fully aware of the importance of the Alleppey port, and that they are doing and will do everything necessary to keep the port always open for shipping.

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MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I know whether the member in charge has had experience of marine engineering?

DEPUTY PRESIDENT: That question does not arise. Mr. Truscott is speaking on behalf of Government. His proficiency is not now in issue. I disallow that question.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): On a point of personal explanation, Sir, from the Budget I find, Sir, that our Chief Engineer has now been re-christened as the Chief Engineer for Buildings and Roads, and I do not find the word marine mentioned there. Just to clear that doubt, I put that question.

DEPUTY PRESIDENT: We are not concerned with that now. The statement in the Budget may be right or wrong.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I want to ask another question. Will a Port Trust at Alleppey be conducive to the development of the port?

DEPUTY PRESIDENT: That also I disallow because it is a matter of opinion.

MR. M. SIVATANU PILLAI (*Tovala*): Does the Chief Engineer think that the accretion of sand does not operate against shipping in the Alleppey Port?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I do grant that the accretion of sand is a menace to shipping; and we are doing our best to keep it down; and with the extended pier, I am sure we can go on for quite a long time without bother.

MR. M. SIVATANU PILLAI (*Tovala*): Have the Government considered ways and means to avoid that menace?

DEPUTY PRESIDENT: 'Avoid' or 'prevent'?

MR. M. SIVATANU PILLAI (*Tovala*): 'Avoid', Sir. My question is whether the Government propose to remove the accretion of sand there or to devise other ways and means to overcome the obstacle.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I may reiterate, Sir, that the Government have in view the question of purchasing a dredger and the construction of a boat basin.

MR. K. C. KARUNAKARAN (*Nominated*): Sir, my definite demands from Government are whether they would give an absolute undertaking to the House today to purchase a dredger for the Alleppey Port and to construct a boat basin there like the one recommended by Mr. Ash, a small one near the hospital at a cost of about Rs. 10 to 15 thousands, just for the safety of the barges that go to the sea with cargo. Sir, the construction of a boat basin was promised some five years ago by the Government. It has been postponed from year to year, with the result that, while five years ago we had 75 barges at the Alleppey Port, today we have only about 15 of them. This has directly affected landing and shipping at the Alleppey Port. I therefore want an absolute undertaking from the Government that, next year, they would construct a boat basin, not at the of end the Commercial Canal, but near the hospital or at the end of the Vadai Canal for the safety of the sea-going barges.

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MR. M. SIVATANU PILLAI (*Tovala*) : May I ask the member whether the accretion of sand has actually affected shipping at the Alleppey Port ?

MR. K. C. KARUNAKARAN (*Nominated*) : Certainly ; I have explained, as far as I could, how the accretion has affected landing and shipping.

MR. M. SIVATANU PILLAI (*Tovala*) : May I know how the member proposes to reconcile with his statement the statement of the Chief Engineer that it is reported by the Port Officer that this accretion of sand has not affected shipping ?

DEPUTY PRESIDENT : The member is not bound to reconcile the Chief Engineer's statement with his. The Chief Engineer has put one view, and the member has put another view, and the member can be asked to reconcile only if he has himself made two seemingly inconsistent statements.

MR. K. C. KARUNAKARAN (*Nominated*) : I am trying now to emphasise the importance of providing a boat basin as early as possible, in any event not later than the next monsoon, at the port of Alleppey. The second demand is to provide a tug. We do not find great difficulty when it rains. But the great natural obstacle with regard to shipping during the monsoon is heavy winds.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : What about any private gentleman offering to provide a tug ?

MR. K. C. KARUNAKARAN (*Nominated*) : I shall come to that later on. Sir, during heavy rains, shipping can be carried on with ease. The difficulty during the monsoon is this, Sir. According to the present position of the Alleppey pier, we have to pay about 50 per cent. more as wages and boat hire to the boat-men. And this will not enable us to compete with Cochin. That is one great difficulty we experience at Alleppey during the monsoon period.

As it is, Sir, Cochin is able to compete with Alleppey during the monsoon and unless we provide a tug, which will be a common tug for all the barge owners, it will not be possible for us to bring down the expenses in connection with shipping during the monsoon and compete with Cochin during this period. The Chief Engineer proposed that some of his friends at Alleppey are prepared to come forward and to provide a tug for Alleppey Port. I do not think that that proposition is quite good and acceptable, as many of the barge owners will be at the mercy of the owners of the tug.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : May I ask the member if the Chief Engineer did not say that many of the mercantile firms in Alleppey were already prepared to purchase their own tugs in addition to his mentioning that there was a private gentleman willing to run his own tug ? There are two definite proposals in Alleppey today. One

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is that the firms will purchase their own tugs and run them and another is that a private gentleman will purchase a tug and run it. This is the first time, I am afraid, that Government have been asked to provide a tug.

MR. K. C. KARUNAKARAN (*Nominated*): Sir, there again there is difficulty. If the Chief Engineer is aware of the system that is going on in Alleppey today in regard to a monopoly business, he can appreciate when I say that Government should not encourage private firms running tugs so that the poor owners of barges become entirely dependent upon these big firms.

DEPUTY PRESIDENT: That has nothing to do with accretion of sand.

MR. K. C. KARUNAKARAN (*Nominated*): Sir, I was only answering the Chief Engineer. I have argued it very well; and I want a definite undertaking from Government whether they will provide at Alleppey Port.

(1) a tug.....

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): On a point of order, Sir I want to know whether these conditions can be laid down with regard to the acceptance of the motion before the House.

DEPUTY PRSIDENT: He is only asking for a number of things.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): We are in a difficulty. If on the granting of these conditions we have to vote, then we may have to disagree.

DEPUTY PRESIDENT: I do not mind whether individual members agree or disagree. Mr. Karunakaran is quite in order.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I know the approximate cost of a tug?

MR. K. C. KARUNAKARAN (*Nominated*): About Rs. 30,000.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): We agree in regard to that. But we do not agree on the price of the dredger or the boat basin.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Does the member suggest that the boat basin should be somewhere near the hospital?

MR. K. C. KARUNAKARAN (*Nominated*): Yes.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): But did not the Chief Engineer suggest some other place?

(The Chief Engineer stood up to speak.)

DEPUTY PRESIDENT: The Chief Engineer is not in order in rising to reply.

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MR. K. C. KARUNAKARAN (*Nominated*): The Harbour Expert recommended a basin near the Commercial Canal. The purpose of opening that was for the barges to come near the T. B. side, so that, just as in Cochin, we can put our cargo on to the barge. But my request is to provide a small basin on the southern side of the hospital or alternatively at the western end of the Vadai Canal to give safety to these barges.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): What the Chief Engineer stated was that this was impracticable and therefore he suggested some other place.

MR. K. C. KARUNAKARAN (*Nominated*): Sir, I have tried my best to put before the House the present position of the Alleppey Port and also what the essential requisites are for keeping the pier alive. As the Chief Engineer was not able to give me satisfaction in his reply, I would press the motion into a division.

DEPUTY PRESIDENT: Have you anything to say, Mr. Truscott?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I am rather disappointed with Mr. Karunakaran. I thought that my reply was clear enough.

DEPUTY PRESIDENT: I may just inform you beforehand that you have got only five or six minutes more.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Government had the whole of this matter in view, not only Mr. Ash's report recommending an expenditure of Rs. 2 lakhs.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I know the points of agreement and disagreement between Mr. Karunakaran and the Chief Engineer?

DEPUTY PRESIDENT: It is not the official member's function to analyse. Each member will have to make the analysis for himself.

MR. A. THANU PILLAI (*Trivandrum-Rural*): If Mr. Truscott will make the analysis, we may understand where we are.

DEPUTY PRESIDENT: I am not prepared to permit Mr. Truscott to do it.

MR. A. THANU PILLAI (*Trivandrum-Rural*): I was not quite able to follow either Mr. Karunakaran or the Chief Engineer.

DEPUTY PRESIDENT: It is very unfortunate that you are not able to follow either, but I cannot press Mr. Truscott to do it for you.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Mr. Karunakaran estimates Rs. 70,000 for a boat basin, a dredger and a tug. My estimate for these is Rs. 1,76,000. But I can assure the House that Government are going to keep that port open. I do not believe that Government will consider the question of purchasing a tug themselves. As long as Government provide a pier, it is the business of the people to take the boats from the pier to the steamer and back again. I do not think it will be fair to ask Government to run a tug for that purpose.

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MR. PACODE A. NARAYANA PILLAI (*Vilavankode*) : May I know the price of a tug ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : About Rs. 35,000.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : Considering that the tug is required by many people and that every one of them may not be able to own a tug, where is the harm in Government providing one?

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Those that own tugs will run them for all. After all, it is a business matter and the more the barges towed, the greater the income of the tug owner.

MR. K. C. KARUNAKARAN (*Nominated*) : What amount will a dredger cost ?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I have been in communication with firms regarding the price of a dredger and I have the plans and estimates for a dredger and Government are considering the question of purchase. The price of a suitable dredger is about £. 7,000.

MR. K. C. KARUNAKARAN (*Nominated*) : What will be the cost of a boat basin ?

DEPUTY PRESIDENT : I shall now put the motion to the vote of the House.

MR. K. C. KARUNAKARAN (*Nominated*) : Sir, I would like to have an answer from the Chief Engineer as to the cost of the boat basin before I decide on pressing the motion.

DEPUTY PRESIDENT : He has already had his say. I have rung the bell a second time and therefore I do not allow Mr. Truscott to proceed.

K. C. KARUNAKARAN (*Nominated*) : Then I press the motion to a division.

The question was put and the motion was declared carried.

DEPUTY PRESIDENT : Discussion on the Land Revenue Demand will continue tomorrow. The House will now adjourn till 11 O'clock tomorrow.

The House adjourned at 5-30 P. M.

K. MADHAVA KURUP,
Secretary to the Sri Mulam Assembly.

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